

**February 8<sup>th</sup>: Portland Bicycle Advisory Committee Meeting (268)**  
**Live Captioning by Ai-Media**

DAVID STEIN:

It looks like we have closed captioning! Of course that is now in the record.

Thanks for joining everyone, we will give it another couple of minutes. People still seem to be joining. And we are not quite at courtroom anyway. And now we are.

SPEAKER:

My cat has trained me to come and pick her up throughout the day.

DAVID STEIN:

Thanks for that note, Sarah. Although, I don't think it'll be a problem today because it is not so we don't have to worry about everyone... Panelists versus attendees.

ROGER GELLER:

It is set up so you can send it to an individual person if you would like to.

DAVID STEIN:

It does not default that way. I think we are good, Roger did you want to kick it off or shall I?

ROGER GELLER:

You can.

DAVID STEIN:

Welcome everybody to the 2022 committee meeting. My name is David Stein and my prudent person of BAC, weaker going to be having a slightly different meeting than usual. As you noticed, this is not the regular webinar format.

Everyone had the can access, everyone has their camera that they can choose to turn on or off. During presentations feel free to turn that camera off. Otherwise, during discussion you are welcome to have it on.

I am going to ask for everyone, if you can click on the little "..." Up by your name and at the bottom of the list is a rename option. Just indicate your name, preferred pronouns and any affiliations.

For example, PBOT or BAC. If you are a member of the general public you can indicate that or not. It is totally up to you. So, we are going to be kicking this meeting off with just some announcements.

Again, welcome everyone. There are some conflict -- public comments scheduled at the beginning. Then we have one presentation about the E scooter RFP.

So, Jake Sherman has updates for us some questions. We are going to have some discussion and I believe we are going to try some breakout's. Just around the BAC's utility. It is getting close to midlife at 30 years old now.

It is officially 30 years in three days since the resolution passed by counsel. A good opportunity to come together and have some good discussion. For anyone who is not been to one of these meetings, we like to use the jam board is a collaboration tool.

I posted a link in it to chat. Feel free to use that for any or all of the items on our agenda. And? I believe with that, I agreed to put a call up for anyone on the BAC who has announcements.

You can feel free to just speak up.

ROGER GELLER:

I have a brief announcement David. I know we went through and we did this last month but I wanted to thank all of the members for whom this will be their last meeting quite a few members of the committee will have served their two-year term and will be leaving.

I just wanted to thank everybody who has participate in the committee for the last two years. These have been the \*oddist to years for the advisor school committee into the entire world at least in my lifetime and my career here. I want to thank you for persevering and to everyone who sat at the two-year term, thanks very much.

You have really contributed in meaningful ways to a lot of the projects that we saw and that you saw that came from PBOT and elsewhere. There is currently a live encouragement for the next BAC through February 28. Drop a link to that in the chat. Everybody here

Can use that to apply to become a committee member so please do outreach over the next three weeks or so to get a robust applicant pool.

DAVID STEIN:

Thanks Roger.

ROGER GELLER:

I see Brian when is here, are you presenting on the E scooter this evening?

SPEAKER:

Hi Roger. No, it will be Jacob presenting.

ROGER GELLER: OK. I don't know if he is in the meeting yet.

DAVID STEIN:

Technically that starts in almost 15 minutes will stop I will cut him some slack.

ROGER GELLER:

Right.

DAVID STEIN:

If there is anyone from the public who would like a couple of minutes to speak, please feel free to raise your hand and we will call on you in the order that you raise. Two answers Sarah's question, I believe Roger that we have seven members who are staying with the 13 openings.

We technically don't have to fill all the openings. I know? Four years ago when I started, there were a few spots left open.

So, positions are all at large. There is no requirement that different neighborhoods have representation at prescribed levels. So, in theory you could have 20 people coming from one talk -- block. I would sincerely hope that never happens, but generally speaking there is no prescribed way... Of getting people onto the BAC.

Feel free if you are from any part of the city for some especially with the number of openings we have, I believe we are pretty well spread out now for the seven people who are coming back. We need representation geographically from everywhere.

You do not have to be an avid cyclist. You don't have to be a beginning cyclist. You don't have to know any traditional type of cyclist of any sort. If you know what a bicycle is, and you can? And you are curious about biking or if you like if you thousand miles a year, it is all the same as far as we just need a variety of different lived experiences.

And experiences with bicycles? The goal is to bring those experiences into these different presentations and provide feedback. If we are all coming from the same general background then the feedback will sound very similar.

So, having people... That have different needs of our system can be really beneficial. I am happy to answer other questions, or if anyone has has public comments you can raise your hand.

I don't know if anyone has any project updates, I know that we have some wraps on different city committees or workgroups.

Hi Robert, did you raise your hand?

SPEAKER:

(Indiscernible) thank you for allowing me to come into your committee.

Back in 61, I decided to take my drivers is only for about a year so I wrote an old (indiscernible) for a year and only a 10 speed swing. I remember coming downtown and I thought it was dangerous in the college area across the bridges and everything. Things have changed a lot!

Excuse me ? went on the run pipe. It is probably thanks due to input to the city from you folks.

DAVID STEIN:

Thanks, glad to hear it.

(Multiple speakers)

DAVID STEIN:

Yes, Sarah?

SPEAKER:

I was wondering if the committee wanted feedback on the BBAC it is difficult to get an update because it happens a week after we see PBOT's proposal. I can drop the letter to counsel for our next chat people if people want to check it out.

DAVID STEIN:

I don't think I have. I don't know about others. It would be good to help.

SPEAKER:

PBOT is looking to do a couple of things. Raise parking meter rates, the amount that they are calling is to keep in mind that inflation and also looking at a climate and equity surcharge that would be a step closer towards pricing options for equitable mobility task force recommendations.

That effort is to help ? to stop Sure in the PBOT budget especially in regard to FTC(?) Keep us towards the trajectory while we evaluate and look at ways that we can more aggressively implement the full suite of recommendations from depressing task force.

SPEAKER:

I will look and see if I can get that a lot, I am on my phone right now, I will get it unlocked and drop it into the chat as the meeting progresses. I did not realize it was close.

DAVID STEIN:

Thank you Sarah. I guess since we have a couple of minutes, I will message up -- mention a couple of things. One thing we are trying to get on the agenda, a discussion with maintenance operation. They were not able to make it, I do not know if anyone has any feedback on their expansion to bike around town. Since the first layer of gravel was put out there, I do not know if anyone has noticed how quickly it has been picked up. (unknown name)

SPEAKER:

I am on my bike, sorry. This month as some of you may have heard it is bike love month. They have changed the name of the bike allowed to look like love. We will be passing out low Valentines to bike riders and drivers who behave. Be on the lookout, if you get a card, maybe request a second one so you can spread the love yourself. Thank you.

DAVID STEIN:

Sounds fine, thank you. (unknown name).

SPEAKER:

I wanted to ask about, Sarah sent a link on the email, for the transportation groups for the high crash corridors. Our homeless neighbors are being disproportionately killed by cars, are we planning to have a discussion about that today?

DAVID STEIN:

I am definitely open to it. I was thinking, as part of the larger discussion time that we have, that could be something that we put in there. I have no objection at all to having that broader discussion. Personally, I understand, I think, what the mayor is thinking. I understand that it is not going to likely have the impact that he thinks it will.

Which is a compact way of saying, I think it is (indiscernible).

SPEAKER:

I think everyone on this committee feels like ours work -- run into things all the time. That is a problem. It is one that we are very invested in fully.

DAVID STEIN:

It is a little disappointing, it sounds like it was just put out there without any consultation with Commissioner (unknown name). As Commissioner in charge of PBOT would be well suited to talk about the corridors or seek guidance.

I do not feel like the proposal, as stated, will solve problems. It will just shove them off somewhere else. I very much prefer to see, lower speed limits, taking away extra lanes, beyond the first two. That would make crossing safer. I will add that to our discussion. We can probably kick that off with the mayor's emergency resolution. Is it resolution or declaration? I do not remember what the term is.

ROGER GELLER:

I think it was used as an executive order. I think that is what I saw.

DAVID STEIN:

Okay, 6:20, I think we have Jacob who is ready to go, open. Talk a little bit about the e-scooter RFP.

SPEAKER:

Thank you, thank you Roger. I am having extreme technical difficulties, so Bryan will go up on stranger.

SPEAKER:

Can I get screen share access, David or Roger?

ROGER GELLER:

Try it now Bryan.

SPEAKER:

Thank you. Can you see my screen?

SPEAKER:

Yes, great. Thanks again so much for having us, do you want to move to the next light? I want to return and provide an update on where we are with the E-Scooter program as we are transitioning it from pilot to long-term program. We have presented some of this information in the past. I wanted to remind the BAC about the presentation and the authorization move and transitioning into this long-term program. We conducted a number of public engagement and outreach activities. We have for a while now, been developing this request for proposal. It is really informed by a lot of the experience that we have had, what we have heard from other cities, that are constantly in engagement with, what we have heard from stakeholders.

We are nearing the final steps of working with the City Procurement Office, we are hoping we will be RFP into Q1 of this year. As a quick reminder we have for operators, about 3000 scooters permitted citywide. We do not have that many on the street every day. That is kind of where we stand there.

Brian.

Interestingly, we had nearly a million trips last year. You can kind of see the course of the calendar year to year. Next slide please.

Looking at e-scooter use from the beginning, we have had over 2 1/2 million rights since the start of the second pallet. We have had over 3.2 million rights since the very start of the pilot. That is the line graph inquiry, followed by the start of the second pilot in Orange, and you can see the pandemic hitting in 2020, and blue.

You can see what happened last year, 2021, where we have been during peak ridership season of June through September. We are down about 19% will stop interestingly, this past January, we have been higher than we were pre-pandemic.

I'm very curious to see what continues to happen. We know, from the user service we've done, and other service to have been done, nationally. Scooters are replacing automobile trips. They are even placing automobile trips at a higher percentage for visitors to Portland.

We have implemented new management strategies, this past summer. This is to continue to improve practice, reduce challenges particularly, around sidewalk conflict. We requested the operators to slow the speed, for the first few rights. This will promote safety, this is something that has been demonstrated in other markets, we asked that they would be willing to do that here, most of them have done that.

We have geo-fencing, speed governing rules are in place and we spent a fair bit of time last summer auditing bills. We take enforcement action to ensure operators were slowing the scooter down, and some of the places where they were required to do so.

We have also asked and required operators, to operate pre-ride quizzes, to better educate them as to some of the rules of the road. Especially since we know in act, that's where most scooter riders originally learn of those rules, and the first place.

You might have seen this in the coverage we got in by Portland. In December we launched an open data portal, where we made a lot of the bike down, scooter data, available to academics, advocates, and city staff. They went in and could see the scooter and by town usage. It was in a granular way.

If you have not checked it out, I encourage you to do so, there is a link here, and we can happily send that out. We are using some of the stated to inform some of the bike parking information in East Portland. Giving the dearth of part -- bike parking in East Portland and the requirements, and shifting scooters to a lock to mom.

. This is the city looking at the public bike rack infrastructure.

You can see East Portland does not fare well in comparison to other parts of the city. There may be other parts of the city that may have some gaps, we are looking at that when we are planning out installations of about 750 parking spots.

Some of the things that we are including in the request for proposals, we previously stage to the BAC about the lock to requirement. We are asking a number of questions in order to drive motions about how scooters can integrate with other PBOT programs like transportation wallet, potentially like bike town.

The city has recently launched 311 system, it's a month you year project going on. It has centralized are complete process through 311, it was the first project the city has done. Now if someone wants to file a complaint about a scooter blocking the sidewalk, we are routing people to 311.

We are also asking questions to promote equity and diversity in the workforce. Focusing on some of the labor models in place, in terms of W-2, versus 1099 and independent contractors.

We are near the final steps of the working with the City Procurement Office, they will be stewarding us through this procurement process. We are in the planning stages right now, for planning and selling more bike parking in East Portland. Once the request for proposals is on the street, it will give the industry time to digest that, respond to that, then we will move to selection processes.

We will be selecting the program commit -- companies that perform highest based on what they have to offer. Then we will move into negotiating a contract that delivers the greatest public benefit to Portlanders. It is important to note, in a negotiation process, where we are starting with the request for proposal, and where we end are not necessarily the same place.

That is an important thing to level set with folks, once the RFP is on the street. We are aiming to get as much public benefit as we can. It is our hope that we will be launching new fleets, with as few as one vendor, and maybe as many as three. Later, sometime in next fiscal year, maybe as early as late summer if things were to move at a steady clip. Contract negotiations can sometimes take a while.

I think we want to tune back in and check in, see if folks have any questions about the proposed strategies played out, that is a preview of a wide variety of things included. Here, is there any other things the bicycle advisory committee needs to be thinking about.

We will see if there any other strategies that you all might want to think about around increasing access to people living on low incomes, possible vendors, or providing comfort for people with disabilities. I will open it up. They give your time.

DAVID STEIN:

Thank you so much Jacob. It is great to have you, I know this is the fourth time we have talked about E scooters in the last couple of years. It is good to have you back. Feel free to raise your hand. I will give preference to BAC members but if we have time I will come comments from the public too.

We have the jam board and it is editable, I checked. Feel free to put comments there, people check it. I have a question. You mentioned the lock, I am concerned given the map that you showed that there is East Portland that definitely has a dearth of bike parking. I live in Southwest which on that map was somehow even worse than East Portland.

It also has the benefit of likely never being part of bike town. just because of the lower population density and the perception that everyone there does not fit into a minority. I guess? I am a little concerned with the potential for lock 2 given that it would be hard, especially initially, to implement that in East Portland.

Also it would likely strip access for low-income people and BIPOC people in Southwest. I don't know if you want to but more?



SPEAKER:

This is the equal or greater of parking in the Southwest is something we have talked about staff. We have looked at those maps. We don't know if the infrastructure investments we are planning on making 100% in East Portland. I do think we probably need to maintain some flexibility there.

I think more than anything I just want to acknowledge your observation is a shared observation and I think we are still grappling through on that.

I think on lock to and enforcement of this relations will be complaint based and as we have seen with scooters generally the places where we have the highest intensity of use, a.k.a. the central city, is probably the place where we will be more focused on that then further up.

That is just a little inspected -- the perspective of what we have to been discussing. I appreciate you raising that point.

SPEAKER:

Thanks for presenting Jacob. Maybe I'm supposed to know this, with the requirement what are you looking to? Is there special? Does it have to be at bike staple or what counts?

SPEAKER:

That is another piece we are still trying to wade through. I don't think we have gone so far as BIKETOWN to say what you can or cannot walk too. I don't know if we will be's perspective is to lay out all of the possible thanks you can look to or not locked in.

In other cities we have talked to often times one of the prohibitions for locking to visit for private fences and things like that. This is definitely one of those areas that we will need to refine. I don't know if we will need to get RFP outcomes that will come in the interim period. It might be worth having a conversation with some of you on this requirements.

SPEAKER:

Thank you.

DAVID STEIN:

Thank you Korrin, I did not know the answer to that either. I don't see any hands? There are questions on the jumble -- jam board.

With the lock 2, this seems to be esteemed so I'm like we are following up. Are there concerns or what kinds of observations are you anticipating with potentially occupying relative bike parking in popular areas?

There are some examples in commercial districts and bike town that is obligating -- occupying a lot of the crowds. If all of a sudden these are also a requirement it could get a little full.

SPEAKER:

Bryan might be able to think any BIKETOWN site updates. We have over 11,000 bike parking so? Private property is a part of development and also does not necessarily include all of the infrastructure and we are trying to have it at some of their facilities.

So, I think that there might be hot spots we are concerned about complex might arise. That might be a place where we might need to think about installing additional infrastructure. Generally we are not anticipating that we will create a massive problem here.

If we did, then we might need to have a conversation about additional bike parking structures that the agency might need to solve which is something I am sure you would all be very interested in helping us do.

I don't know if that fully answers your question, but I think there might be some areas that there will be conflicts and we will work strategically try and solve those or work with the one, two, or three companies we have out there to sort something out. I think some of them will also be solved in the deployment side of things.

DAVID STEIN:

Great, thank you. Kathryn and then Ian.

SPEAKER:

Thanks Jacob. Could you talk of how this RFP address is providing mobility for people with disabilities? I did not see that in the presentation.

SPEAKER:

We plan on asking a question, a question or questions around kind of those adaptive options. Like we have adaptive bike town, we plan on asking about opportunities to promote access for people of all identity levels.

At this point, we don't have a prescriptive path identified. We are really curious to hear from industries, some people who are listening to us talk on this call, about what their best ideas are.

Recognizing not just work in our city, but throughout other markets and hear their ideas and their proposals for how scooters might be able to help provide more access. That is the starting point that we are coming from but we definitely have some questions about that and probably should have included that in the presentation.

DAVID STEIN:

Iain?

SPEAKER:

Hi. What both the E scooter market and the bike share market, there have been a lot of turbulence over the past five years in terms of what companies exist in different markets,

people coming and going, the bike share system in Seattle where every time I go to Seattle it is a different setup than it was last time.

As we are moving from a model where PBOT is permitting companies for scooters in a right-of-way to issuing a franchise essentially from one-to three operators, say we are in it situation but we only have one operator and they withdraw from the market or something happens.

What is the backup plan when it is finished if there is a shakeup that happens?

SPEAKER:

That is a great question. We are at the tip of the spear under that over the past few years. We have taken the calls of the companies that are closing up shop. I think that is one of the things we are trying to solve now, in some ways we are trying to look for more well-established and financially stable companies that start ups that we have had on our streets.

That is going to be a part of the RFP process of trying to hone in on it this companies that we think might be here for a bit of time. That is the first piece. We are also... Kind of discussing kind of contractually including performance bond and requirements like that.

If a company were to up and move, we would have some money to clean up scooters that might be left or other things like that. I do think that we might want to think about other clauses in our contract that would allow us to go to the second or third... Proposer if you go and reissue if that is indeed something we can do I need to talk more with the city attorney.

I think this first big step is really trying to think about honing in on some of those players that are more financially stable and have a longer track record in a space where our track records are pretty short. Hopefully that will shed some light on it for you. The first time we extended this second pilot was because of the financial turbulence that we did not expect in the market. Such as Oprah COVID -- that was all pre-COVID. We had enough runway to see how things would develop.

DAVID STEIN:

Great. Carrie and then Korrin.

SPEAKER:

Thanks for your presentation. I was curious if there is any link between what is in the RFP getting more butter infrastructure on the ground? I am not sure what that would look like but hopefully with more scooter users that will be the impetus to build more bike lanes or whatever lanes.

I am curious if there is any link between this and the infrastructure? Thanks.

SPEAKER:

We are planning on continuing to ask industries how they might be able to engage their user base around some of these conversations around structure investments. Many times in conversations with the companies they are interested in seeing Wharton's restrictor belt and yet are not necessarily participating in the conversations at this table or other tables to help make that a reality.

I think that is an area we are curious in. We are continuing to think about how some of the fees associated with riding can be spent in some of those ways. Challenges are as of that infrastructure is really expensive these fees are really small and maybe they will be the kind of thing where we can help buffer a protective bike lane with planters but it is probably not enough money to go and build a bike lane.

Those are the sorts of things that we are thinking about on our end. We will also be asking about how industry can help support some of this. This is also a place where we are trying to think more about some of the open data we put out there and how users like you might have time or interest to go look at how that new bike lane performed, kind of a pre-post.

SPEAKER:

I am curious, what happens to all the dead scooters? Is there anything in RFP that talks about the lifecycle, if things are recycled? Are they taking care of properly?

SPEAKER:

Yes, we are asking some of those questions ourselves. About recycling, about reusing part, where scooters are going, to try and understand some of that ourselves, from a lifecycle perspective. Some of you may remember we implemented our first in the nation requirement that act in 2019 they had to give us a lifecycle analysis.

It was an interesting expense, we learned a lot, we had the industry coming to us, the sustainability officers were saying that they did not know and they were working to improve. We may not be going that high above bar again, we are definitely planning to follow-up on some of those questions and inquiries we had around things like lifecycle. This is to better understand the cradle, to grave impact.

SPEAKER:

Awesome, thank you.

DAVID STEIN:

Victor.

SPEAKER:

What I would like to know is to ask some of these operators if they would like to share demographic data, as well as operational data. I am surprised to hear that the BIKETOWN operators do not want to share that data. Part of their goals is equities so if you do not know who is writing your bikes, how do you know that you are meeting your equity goals?

SPEAKER:

That's a good question, I think some of the operators on the call or boys to better answer that. Some of what we have been told is that they are not collecting demographic data. They do not have the information to share with us in the first place.

This is what we have tried to get at in terms of some of the demographic data for user service. They are imperfect, but helpful. I think that asking industry what they might have to share, could be valuable. Although, I am sure there would be some concerns over privacy. I see something the check, but I cannot necessarily read all the on the fly. It is a good fly, something for us to think about a little bit more as we are walking down the final stretch year.

SPEAKER:

I want to add, it is a flight for your minority community too. These private companies are not willing to collect that kind of data for the benefit of society. Is it ethical for private companies to hide that kind of data with the partnership with PBOT which is funded by taxpayers? There is that kind of ethical level of information sharing that is bothersome.

ROGER GELLER:

Hey Jacob the chat you could not read, it is from (unknown name), am I saying that name right?

SPEAKER:

That is right.

ROGER GELLER:

They do share their data significantly when an amount is received. I just want to show that so it is inaccurate.

SPEAKER:

Steve is not here but maybe Brian is able to share more on that. I would say, I would recognize ... Portland with her population of black folks of 6% it might be difficult to get to, what is the threshold that we can still have some meaningful information? That is worth thinking about.

SPEAKER:

I am happy to hear that. It is just the last time I interacted with left they were reluctant to give that data. I am happy to hear that has changed. Thank you.

DAVID STEIN:

Okay, wonderful. We had a little bit more discussion that we anticipated. I appreciate all the questions and feedback. It looks like there is a little bit more on the jam board. We will make sure that that gets passed along.

Thank you Jacob. Robert if it is quick I am happy to entertain you.

SPEAKER:

thank you Jacob, how is your fencing evaluated and has it been addressed?

SPEAKER:

Thank you Robert, we are planning to ask some questions around topics we have discussed with you and other members of the downtown neighborhood Association. This is around speed governing, geo-fencing, those technologies. Asking companies about status of their technology, responsiveness of their technology. The more we look into this, also trying to understand, at this moment even six months from now, the ability to scale their technology. I think we are seeing a lot of interesting demonstration projects, if you will. The ability to take that technology, in a fleet of 1000, 2000, 3000 scooters. We have heard a lot of sobering perspectives from people in that regard. We want to walk into that clear eyed, asking about supply chain constraint.

We want to understand where things are in terms of evaluation, there will be some points assigned to that category that this selection committee will be reading and reviewing those responses on and weighing them as they are doing that scoring process.

It is definitely included. We do think it is an important piece of in managing the system.

SPEAKER:

To the point, I want to ask, think, will it be vetted, and evaluated, not just what the company says, but by an independent group or something? Do all the geo-fencing, the test, and have it evaluated before you permit them?

SPEAKER:

We plan on ... reserving the right to do equipment research Asians and tests, before even selecting companies. As part of the evaluation process. It will be extremely likely that we will take the option for that right, and do that. We did a fair bit of this this summer. We reminded the companies with the rules were, then me, Brian, few other people, we wrote scooters all day. Not all day, but part of a day. We documented it, we went back, issued warnings, told companies they had a period of time to correct, went back out, did the same thing again, and issued some small fines to companies when they did not fix things.

We will be bringing a level of due diligence into the space. The hardest part will be some of the promises of bringing the fleet of scooters with certain technologies. But what is the reality when we do some other work whether vendors are charging on boats for example.

They're very similar things happening in the scooter market as well. These are things we want to understand.

DAVID STEIN:

With that, I want to say thank you to Jacob. I guess Brian two, part of the team. Thank you for coming and helping answer all the questions. We will get that jam board to you. Appreciate it.

SPEAKER:

Thank you so much.

SPEAKER:

Thank you David.

DAVID STEIN:

So, with that, we are now to the birthday part. The discussion. I think before we dive too far into that, we did talk at the beginning of this meeting about, the declaration and the executive order of the mayor.

There have been some discussions going on about that, and the potential BAC response. I am happy to open the floor, if anyone wants to put anything in the chamber, under the first lifer BAC turns 30, that will be just fine.

If there any thoughts, on any kind of letter, the right sign onto, or any other kind of action. Open the floor.

SPEAKER:

I do not smell it.

DAVID STEIN:

Kristin, you are not on mute.

SPEAKER:

Sorry!

DAVID STEIN:

Yes, Catie.

SPEAKER:

I am happy to start. I read about in the news and I was happy to see it. I thought it was a good reaction to what the mayor proposed. I think these are reasonable actions for this very serious action of traffic violence. I would be proud to sign onto it. I do not have any concerns.

DAVID STEIN:

Just for reference, you are referring to the letter that was signed onto by a couple dozen organizations?

SPEAKER:

I do not know if as a committee, that type of letter is different to other recommendations we have given to PBOT. I do not know what is in our aim to do.

DAVID STEIN:

I do not know if Roger has any extra guidance. I know if it is something we are sending to Council, Mayor, anything internally to the city of Portland, there generally is not anything that has to happen in regards to signing on someone else's letter. I think that is the target. I do not think there is anything that would have to happen. Roger, please correct me.

ROGER GELLER:

Based on my understanding of bylaws, I think that is right. The city has the right to advise the Council and any parts of the city. If that is who it is addressed to, I do not believe there are any other steps to confirm.

DAVID STEIN:

The letter, is that shareable? I think I am asking Sarah.

SPEAKER:

I can find a link to share, it will take me a second.

DAVID STEIN:

I have the link. I just want to make sure it is shareable before I throw it out there.

SPEAKER:

Which one, the be back one, or the traffic.

DAVID STEIN:

The traffic.

SPEAKER:

Feel free to share, I think that is the view one. One thing I would suggest to the committee, I think it was very interesting, folks in the advocacy committee found out about this on Thursday before this was announced. It is my understanding that PBOT, was not even consulted on this strategy. As folks who serve on an advisory body, for PBOT I would think that we would want to actually be able to weigh in, on something so dramatic. As urging solutions to addressing the epidemic of traffic fatalities on the sheet. Even if folks do not care that much about some of the recommendations in that letter.

From a process standpoint, I find it a little, I am trying not to editorialize here. I find it interesting, the mayor would take dramatic action, when there are many other dramatic actions possibly taken by executive order that many people on this committee have been advocating for, for quite some time. I guess I will leave it at that.

DAVID STEIN:



That's fair. We have had plenty of presentations over the last year especially given division 13. Tasked with traffic violence, it is interesting that they were not a part of this.

SPEAKER:

This is Kelly. I don't know if you so response to my letter but I saw Sarah's response. Sarah, I put that in? Not as a rhetorical device, I read those letters at a protest that does not have teen -- teeth when you leave so many questions unanswered about such impactful recommendation of shutting down high crush core doors which are the ones that have the most people.

How are people going to get to work? How are people who are camping near the roads going to take the bus to where they need to go if the road is shut and they cannot take the bus? I think out side of an echo chamber that recommendation sounds out of touch with reality.

DAVID STEIN:

We do have options outside of signing onto the letter or not.

SPEAKER:

I can say in response, the bullet point was not Michael I did not put it in there, it came from folks. That letter was cocreated with Deb since -- dozens of creators. We got the announcement late Thursday and we got it together because two dozen signatories by the next day.

I think what folks were concerned about was, as I said in my response to the email, what is the cause of the fatalities? More often than not it is someone walking, biking, or rolling try to access transit had been hit by a motor vehicle. If the goal is to stop the fatalities I don't think anyone thinks those recommendations were going to be fully up -- taken by the city.

To demonstrate that there are other things that we can do except for scraping homeless people who were probably sleeping beside a dangerous right of way because they have already been swept from somewhere safer, that there are? If we? I don't know if it is a protest at all but an effort to intervene in a situation that from our perspective is hijacking a cause that is very near and dear to all of our hearts as transportation advocates.

Which is to stop the fatalities as quickly as possible. I think it was HB 4054404 who gave over state owned lands to city of Portland's authority for so-called sweeps back in, I think it was 2080? The mayor has had this authority for some time if they wanted to. It is politically expeditious at this point but for those of us on this call advocating for safer streets for some of us going on decades it just seemed like if you really want to stop the violence, there are many ways to do it beside sweeping the homeless.

SPEAKER:

Sarah, could there be a compromise here? It seems like the sweeps for example with onramps on highways seems reasonable. It seems pretty dangerous to me if you are homeless, why would you be camping on and on when there are plenty of other places to camp?

SPEAKER:

That is a good question and I will say that there are not many other places to camp over the past few years we have seen people in places like Borrowdale Park where they were unlikely to be hit by a motor vehicle displaced.

The more you sweep people without having adequate shelter to house them the fringes of our city begets complaints about the amount of people camping along multiuse paths will stop many in the community have expressed concern about those mixed uses, people residing contents along these multiuse paths and people try to use them for transportation or recreation.

When asked people wide to groups who are marginalized from the community and having the same 8 foot wide stretch of city, it is because we have decided to get the majority of space in our city over to automobile throughput and we had not focused on making sure we have safe spaces for people walking, biking, rolling, accessing transits.

We have not made sure that have safe shelter for people. Again, I am not saying the BAC should decide on the letter but they should advise on what we should do to address this crisis and that this is not actually a situation -- solution at all.

SPEAKER:

Thanks. Understood.

SPEAKER:

Thanks for asking.

DAVID STEIN:

I want to hold the floor for anyone else who wants to speak up.

SPEAKER:

I wanted to say thank you to Sarah for being a part of the group that signed on to that letter and being active and having such a thoughtful response. I very much appreciate it. Thank you.

DAVID STEIN:

If anyone else wants to speak up feel free. For BAC members if there is any motion you would like to put out there, you are also welcome to do that.

Korin?

SPEAKER:

David, you said there were more options than just signing onto the letter or not signing on? Can you explain what those options might be?

DAVID STEIN:

We could sign on to effectively (indiscernible) to the letter. If there was that one bullet point, that we maybe did not want to sign on to we could effectively take that letter, remove that and send it to the mayor and maybe the rest of city Council. At least as a CC.

Technically speaking, we could authorize a different letter. Although in the past generally how that works is that we come back the following month and vote to approve the letter. Given the nature and timing of this declaration, it wouldn't be effective because I think it happens in a week and 1/2.

Another option is that we could just authorize... It would be me and or Ali to send something to the mayor and council that would be effectively... Passing it on the message without a former letter. It would be an email message opposed to having a letter with the full letterhead.

I think that is a letter. Roger? Those are the options that come to mind for me. I don't know if there are others.

SPEAKER:

Thanks.

SPEAKER:

I see you see me nodding David?

DAVID STEIN:

I did.

SPEAKER:

A compromise could potentially be that there is a sentence, the second or third paragraph, that start talking about (unknown name)'s recommendations and ends with PBOT's policy and nowhere in any of the transportation plans does it talk to sweeps of the homeless as a response to traffic fatalities.

We might want to assert that, or reassert that, at one point because I think as a transportation organization both PBOT and BAC should talk about the proven best practices that can stop traffic fatalities.

DAVID STEIN:

I will leave it open for a minute.

SPEAKER:

I am personally not crazy about the one bullet point but I do think that signing under the letter is the best course of action just to get it out in front of the Council and the mayor.

SPEAKER:

I concur with the first bullet point. That is probably the most problematic for me as well. Although I can sign on with the rest of the bullet points.

DAVID STEIN:

So, there can be a motion to send the letter minus that first bullet point. Am I hearing such a motion?

SPEAKER:

Just too clever, the bullet point is "issued an emergency resolution to shut down high crash corridors"

DAVID STEIN:

And intersections to usher traffic on all city vertebrates. We would be sending a letter and take this out and send a letter to the mayor and council is appropriate.

DAVID STEIN:

Do I hear a motion?

STUDENT:

The other thing too, I agree that we could reduce speed limits. That sounds reasonable. 20 miles an hour, I drive it that all day long in the city. I do not have any qualms with it. I find it reasonable. Maybe a modification to bullet point one.

SPEAKER:

I think that is good Victor.

SPEAKER:

What about just as strikethrough on the part about closing I crash core doors, do as strikethrough on that part. That would be from the BAC.

SPEAKER:

I would still love to hold onto the 20 mile an hour speed limit. That is one thing that I believe that PBOT is doing correctly. 20, is plenty.

SPEAKER:

If we did a strikethrough, it would say issuing an emergency resolution, then strikethrough to close down high crest corridors to high traffic, then strikethrough reduced 20 mph to all city roadways.

DAVID STEIN:

Yes, that is what I understand. Do I have a motion?

SPEAKER:

I move that we sign on to the letter with the modification as just discussed.

DAVID STEIN:  
Do I have a second?

SPEAKER:  
I second.

DAVID STEIN:  
Thank you. For BAC members, if you can come on camera, or use the race head, as appropriate.  
All in favor?

ROGER GELLER:  
Hey David, I think there is a call for discussion after the second.

DAVID STEIN:  
Any calls for discussion?

SPEAKER:  
I have a question, is this passed by consensus, or majority?

DAVID STEIN:  
Majority. Any other discussion? I need to call a discussion then a question on that. It has been a while since Robert's rules. Anyone want to call to question?

Zachary is asking, "what good is lowering speed limit signs, if infrastructure doesn't comply?"

SPEAKER:  
In my response to that, in my neighborhood, there are a lot of neighbors that believe in driving a 20 mph. They do it intentionally. What I like about 20 is plenty, if you care about your neighborhood, the community living, you will drive at the speed limit. There will always be people that do not drive the speed limit. I think we have to start somewhere. 20 miles an hour is a good start for me.

SPEAKER:  
For what it is worth, I think it is laughable outside of this room. That should not necessarily change what we advocate for. I think there is an idea that if you ...

I am sensing, not just in this letter, but also in the response to the email. There is a sense that if you think we should not have people camping on an on-ramp, you must not care for the welfare of those people. That executive order, rubbed me the wrong way.

Whenever I hear about traffic violence, and the responses to get the people out the way, it seems completely misguided. It is the absolute opposite response. I am in support of the spirit

of this response, but the question of is this ... "what about the welfare of the people on the side of the road?" I do not think one side of discussion has a moral authority.

I drive down 82nd Ave. where people are camping 3 feet from the street. There isn't enforcement of speed limit, and people, despite it moving down to 30 are going 45.

I think that I am hearing wishful thinking, and this desire to be the good guys. The reality is, this executive order, if executed, will keep really vulnerable people from sleeping 3 feet from a speeding vehicle.

I have trouble with this letter because I think it is fighting a strawman, when all the people involved or interested in removing vulnerable people from a dangerous situation.

SPEAKER:

I hear that concern, but I need to pause on a misinterpretation of the moral authority here. I would not ... the intention as I bring them is not to be missed construed. This analysis is grounded in larger structural factors that have to do with how the folks are residing adjacent to these dangers right of ways ended up there to begin with.

It is through successive displacement. When it comes down to the point where they are at the edge of the busy roadway, then one next displacement occurs, there are a couple of things that could happen. One, they could be displaced a more precarious situation. They could be displaced in ways that hurt their lives apart from traffic violence. It exposes them to other types of dangers or violence. There are so many things that happen on the backs of sweeps. It is hard to look at the sweeps in high crash corridors in isolation.

When looked at more holistically, and upstream to how many successive displacement some of these people have been on the receive thing and of and how they ended up adjacent to these dangerous places paired with the lack of alternatives to safe shelters on the other side of that suite. There are a few factors to consider, they may be in greater harm at the end of that suite. They can be at equal harm and the other end of that suite. They can be in different types of harm at the other end of that suite. We have to look at it in the whole context of the urban environment of displacement on the other end of the suite. What that means in a city where we do not have adequate shelter for those people we are displacing through those sweeps.

DAVID STEIN:

Allie has her hand raised.

SPEAKER:

I want to mention that one thing that resonates with me that Kelly mentioned, I am concerned with the 20 mph specifically. The impact for transit. I definitely support making sure that the users, the result of ... the people causing these impacts are those that are affected, I am worried that transit will get caught up in that.

I'm wondering if there is a way to even expand, acknowledge, that there are other solutions. Could there be barriers that are put up? Take a lane, maybe 20 mph is quite specific there might just be other options that can be looked at. It's order is talking about what we are talking about the streets are,, it gets to a result.

That may alleviate some of the concerns of transfer, and potentially create space for a buffer, just a thought.

DAVID STEIN:

Thank you Allie. I will just say personally, what gets me with this whole thing is that it is addressing a symptom instead of of the root cause. It feels like the mayor saw the crash report last week, saw that 19 of 27 pedestrians were houses, and just that they needed to get the house list away from the site crash corridors and that will solve the problem. It does not fix the problem that the streets are inherently unsafe.

It does not matter who is using them at any moment. It will not be safer because you sweep those streets of helpless people and anyone trying to cross the street will be at increased danger. It would have been nice to see a response that acknowledge that.

Do we need to call to question? Are we good with the boat? Do we need a friendly amendment?

SPEAKER:

Kelly, would amending this address some of your concerns?

SPEAKER:

Yes amending it would address some of my concerns, leading with that bullet point, I do not like. The letter, ... it soured the whole letter for me. Great we are getting to the practical applications. We know transportation. Amending that would ... make me feel better.

We do not have to be in agreements. It is sometimes okay to disagree.

SPEAKER:

It is also important to hear your voice too.

SPEAKER:

Thanks. Sarah I appreciate the thoughtful response you just gave to me. Thank you.

DAVID STEIN:

I appreciate everyone sharing, thank you for being part of this discussion. It is not easy, or fun. It is not any of the things we probably thought we were signing up for when we join this committee. I appreciate everyone being willing to speak their truth. Thank you.

I am not seeing any discussion. I guess we can move to a vote. I guess all in favor of the amended letter with that strikethrough for that half of the first bullet. All in favor raise your hand, either physical or maybe the virtual one will be easier to see.

Okay, perfect. Let us get all the hands down. Including me. Okay, all opposed? Okay. Any abstentions?

Okay, I see you Kelly. The motion passes. I will get that letter out. I will work with Roger to make sure we get the right addresses for everything. Thank you very much for a very lively discussion to end a lot of your terms. It was quite the topic.

We have a number love and as (unknown name) mentioned earlier the BAC is now in its 13th year. -- 30th year. We have had a lot of conversations about the future of the BAC. Should it be extended for other modes of travel? Thinking E scooters and other things. Would it be more effective having it effectively combined with the ped advisory committee. A lot of ideas have been floated over time.

I want to give some space and I was hoping to utilize breakout rooms to let us have discussions about what works and what doesn't. Just? I think we are looking at having about five people per breakout room.

Talk amongst yourselves, figure out what you see working over time and if the BAC would not be able to move the needle. Thinking about also how... How it can be adjusted especially as we are going through this recruiting not everyone's voice has been heard or even at the table.

How can it all be re-examined so that the BAC is a more representative and effective body when it comes to providing that advice and guidance to PBOT and the city?

We will try to break it for 10-15 minutes and reconvene and that we will have some time to share what each group thought about. Feel free to use the jam board, it is there for everybody to see.

There are two sheets so plenty of space. It is something decides they want to talk about, go for it. This is a time to look back and reconsider. See you in a bit!

(Breakout rooms)

SPEAKER:

I will ju, to one of these rooms. You have to screen?

SPEAKER:

I can close it.

SPEAKER:



Did we have a time?

SPEAKER:

He sent 10-15 minutes.

SPEAKER:

I would maybe bring everybody back at 12 of? That is almost 15 minutes.

SPEAKER:

That sounds good.

SPEAKER:

I will go cruise around.

SPEAKER:

OK.

SPEAKER:

(INAUDIBLE)

DAVID STEIN:

Hi everyone. Looks like we are all making it back. I do not actually know who was in which breakout rooms. If anyone wants to go and share what was discussed, please just go for it.

ROGER GELLER:

I have the list David, room one was Allie Karen Kerry Kristin and razor.

DAVID STEIN:

Anyone from the group once assured? Allie.

SPEAKER:

I took the notes, I wanted to put them on the jammer, maybe my group members can jump in if I miss something important or they wanted to highlight. I (unknown term) Reza, to say what the BAC still be like. Want to talk about successes and the high parts being that when BAC members had the opportunity to have more participation and projects. A specific example being a dot exercising collaborative exercises where we could work with each other in project managers. Zoom is an unfortunate anti-collaboration tool in some of those ways.

We also talked about another positive being coordination with other committees like the PAC and being able to do joint meetings. We also spoke a little bit about how there are, Karen was really great with insight of house city advisory groups tend to have more power. Maybe in the sense of parking groups and funding. Also around specific goals, getting to recommendations, that being something we can learn from, or work towards. Or even just having had specificity.

We had the conversation around the pros and cons around a multimodal bolts committee around transportation. There are some downsides, but there is a great opportunity potentially because we have so many of the same goals. Sometimes the silos are not particularly helpful. Another option can be, some sort of alternative structure with representatives meeting together from those good. I think that is probably it. Please group members, step in.

ROGER GELLER:

Group 2 was Carol, David, Denver, and Walter.

DAVID STEIN:

We did not have the same kind of conversation. We did not have a bunch of BAC members, we were talking about different infrastructure, really the effectiveness of it. It started with, just a conversation about high crash corridors in East Portland. How 20 miles an hour, won't really work, but there is the new greenways. They are the 110s, the 130s, going in. Those have been really helpful. It does put a premium on the quality crossings being present for those high crash corridors.

You can trust people to stop, so you have to wait for a wide opening. We talk about the mayor putting up those plastic cones instead of concrete. If there is anything else that anyone else in the room wants to say. Go for it.

SPEAKER:

Will I was there, we were comparing my experience in East Portland it to yours in Southwest. There are crazy drivers everywhere. That was the common thing.

It is important to have good crossings and also the cleaning of the bike lanes and pedestrian lanes on the side is a little behind schedule or something.

ROGER GELLER:

Great, thank you. Grade 3, room three, was Corrine, Serenity, Victor, Will.

SPEAKER:

Our group spent most of the time talking about diversity issues, how cycling needs to be more inclusive. The BAC needs to be more inclusive. We are trying to round up ideas of how to do that. Victor, do you want to add, you have some great points that I did not write down. I am sorry.

SPEAKER:

We had a lot of great discussions, I think we all agreed that diversity needs to happen. We also understand the challenges of getting more diversity in these types of committees. If we do not have diversity, we can still project diversity with less ethnic makeup.

How should I say it? I think ... if ... with proper GDI training, we can have imperfectly, some of the tools that we would need to have going forward to ... how should I say it?

I have a little brain block your (Laughs) Sorry. There are other things that we can do, if we do not have diversity going forward. It is not all hopeless, we can still carry on with equity in mind.

ROGER GELLER:

Thank you Korrin and Victor. Room four was Clint, Hami, Ian and Kelly.

SPEAKER:

I do not know we had anyone prepared to talk about what we spoke about. Three of the four of us are outgoing members. Then one, Hami, is a Portland resident. I think really what we talked about, a lot of it was the reason we were no longer going to be on the committee. What would be necessary to make it more effective, and get folks to stay on it.

If we have a solution for that in that little breakout session, we would be happy to share with you, but if we had that solution we would shoot it a long time ago.

ROGER GELLER:

Thank you Clint, in room five with Kathy Eric and Sarah.

SPEAKER:

I think I could report back since I was only BAC member in that group. Sarah. We spoke about how we had the bike ped committee split. We spoke to Doug (unknown name) about that. We got the idea from (unknown name) so we can think those two for being in this mode sequestration.

What it would mean for us to come together as vulnerable street users, biking, rolling, accessing transit with the power that the freight committee has. I like Victor's point about not being the first to care about diversity equity and inclusion. We should not use as an excuse for not moving forward with those goals. What would it mean to engage as a committee rather than at the project lever, rather than being so far down the project p pipeline.

How do we engage a committee around, how do we engage the committee around getting people on bicycles, how do we engage the committee around helping PBOT get its strategic plan together.

ROGER GELLER:

Thank you Sarah. Room six the last room, was JT, Catherine, Nicholas, and Zachary.

SPEAKER:

I think I was the only BAC member. We talked a little bit about what it would look like if we could just combine the BAC ledger PAC and other vulnerable street users but what it would take? But it be possible to elevate them to a commission similar to the department design commission? Where the issue recommendations and developers or whoever has to go back and

make changes based on this recommendations if they want to get it past city Council. What would it take for us to get there?

Also, just thinking about maybe a joint committee would help someone with burnout. That we feel because we have a smaller tighter committee but could draw from a larger people so that we all didn't burnout so fast. That was another thought.

SPEAKER:

David, that is the full report from all the committees.

DAVID STEIN:

Thank you. I appreciate all of the discussions that we are able to have, it is been interesting to see what we had in six different rooms and be covered in such a wide variety of topics.

It is great to have a meeting that hopefully felt a little bit more collaborative So, I want to say thank you to everyone who was a part of that. Then the usual webinar format. We are a couple of minutes over so I will end I have known a lot of you for the four years I on I have appreciated getting to know you. For everyone I have only ever seen virtual (Laughs) just by saying thank you so much attending, thank you to all of the BAC members.

Especially the ones who are outgoing. I wish I could have seen you in person more. Don't feel like you have to be a stranger. Everyone is welcome to these meetings in the future we are going to try and have a couple of rights this summer.

So, I want to say to everyone that I appreciate you, I appreciate what you have brought to the table. During your time on this committee. Or even if you are just a part of the general public, just showing up for something like this. It means a lot and thank you for spending your time here.

I will be sending that letter out, that we all approved earlier. Again it's for everyone who is sticking around I will see you next month, and for everyone else thank you.